ASS SHORT

to real prise in Fight for Control.

infirmation That Gould Controls the Union Pacific Directory.

eting Goes Over to November 11 to allow Forces to Get Together and Name the New Board.

control of the Union Pacific was in the sement vesterday of the annual at Line. It goes to show that the new as Pacific directors want to get to-Air and decide on the names of win will constitute the Short Line's ed. Thus the meeting was postponed siders from New York to November II Now comes the great question of election of chairman of the executive mittee and president of the Union This will tell the whole story, it is fully expected that there will

all sides it is freely admitted that o all sides it is freely admitted that cold is in control on the lines detailed metals. His alliance with the Rockeder's too well known to need elaborate it was said yesterday, however, at each mee placed in the Harriman of deald have been added to the Gould to that of Mr. Hyde of the Equitable, is set to Standard Oil, the largest life of Gould securities and Mr. Hyde is always worked with the Gould people in the would increase Gould's number atte, sgalnst Harriman's six.

Smith Story Absurd

Smith Story Absurd.

eiters that Smith holds the balance over is too absurd to be considered, see not hold any stock by purchase its share is voted by proxy, a string aways being held by the New York a in the old days it was different. Sharp, Brigham Young and other legisters built many local roads which took into his great Union Pacific Later this stock was merged into Dregon Short Line and gradually was massl until no local people held any six Smith's name on the board mere-series the Mormon traffic and in-

Short Line Strategic Property.

Es the Oregon Short Line is the stra-ler; art of the whole system. It is like the lat warring the dog. The Oregon for line owns outright the Northern Pers stock bought by Harriman two jungs, and that is another significant has a section.

What Change Would Mean. are some of the deductions made

ng the surprises of the last two

an any other Harriman road. of the "director" is ers. Stubbs and Kruttschnitt to go it to San Francisco and retake the prement of the Southern Pacific ex-

ete change of policy as regards gateway, the Oregon Short ien gateway, the Oregon Short give and take without restriction allow shipper the right

s crecutive committee and present the Elion Pacific and Short Line is right of the Rio Grande lines 40 to cross via the Salina cut-off and traffic rights with the new road Senticlark is building to Los Angeles, in which corneration is now held committee and president

ndonment of the Western Pawhich was the club whereby the was secured. (Gould adherents however, that this is not so-that ad will be built just the same.) Lowever, that this is not so-that tood will be built just the same.)

reason why no change is predicted by is owing to fact that the men in charge are one and all Gould overs from the old days of Gould not and are well known to all Gould wite officers. They were all schooled he various Gould departments under or the other of the old regime.

this as it may, the Oregon Short which has been holding its annual times every October, like clockwork, which has been the meeting, and it already created a great deal of talk age and of the country to the other.

MODENA END OF DIVISION.

k of That Station on San Pedro Line Instead of Caliente.

MODENA, Utah, Oct. 12 -A. J. Montbey, formerly connected with the ston route at Omaha, Neb., passed th here yesterday en route to Gold-Nev., where he is interested in sev-

Correct Clothes for Men

I think negligence in my own dress, even at my age, when cer-tainly I expect no advantages from my dress, would be indecent with regard to others.

No man, at any age, can afford to neglect his personal appearance. Correct appar-el bears this label

Gray Bros. & Co. 154 Main Street

conditions here are infinitely superior. I should judge, the year around, and the country here makes an ideal location."

There have been persistent rumors lately that the San Pedro has decided to make Modena a division point in preference to Callento and this is borne out to some extent by the fact that no less than three different surveying parties have been working here at different times during the past ten days on a change on the main line and lands adjoining the present right of way here. It has been a matter of much comment why Modena was not selected in the first place, possessing the natural advantages it does and affording the best possible construction north and west into Nevada, south towards St. George and east towards Cedar City and the iron fields. While it has been claimed that Modena figures awkwardly in raffroad mileage towards terminal selection, this is disproved by an inspection of the railway guides which show the distances between some of the division points off the leading Western roads. If anything, more out of proportion than the distances between Salt Lake and Modena and would be largely offset by the gain in the selection of a superior site.

A party of San Fedro surveyers have pitched their tents here, but are at present waiting for further instructions before beginning work, M. J. McGrath is in charge during the absence of Engineer W. G. Watson, who is expected in a few days, when some changes will be made here that may mean considerable for Modena.

VIEWED IN WALL STREET.

New York Has Same Idea of Union Pacific Control.

NEW YORK, Oct. 12-The election to the Union Pacific directorate of Henry C. Frick and William G. Rockefeller was regarded in Wall street as showing the increased interest in the property by the Gould and Standard Oil party.

Mr. Frick is a director of the National Mr. Frick is a director of the National City bank and is working in close barmony with the controlling force in that institution. William G. Rockefeller, as is well known, is the son of William Rockefeller, and President James Stilliam's son-in-law. The representation accorded in the board is believed to explain the recent heavy buying of Union Pacific, which was said at the time to be in the interest of the new combine.

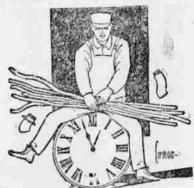
Mr Stillman is father-in-law to William G. Rockefeller, William is a son of John D., who is the big partner of Gould in Missouri Pacific.

Missouri Pacific.

The Tribune has been taken to task for aligning Mr. Pierce with the Gould comm. Perhaps the paper is wrong, but here is a brief history of Mr. Pierce. Schooled under Sidney Dillon, the great Gould man of the past, general counsel or atterney for the Missouri Pacific, the Cotton Belt, director Rio Grande system, president Western Maryland. That cught to indicate a friendliness with the Goulds. It is among the rumors that Purchasing Agent Forbes of the Rock Island is to be succeeded by H. P. Jacques of the Frisco. Day before yesterday there were over Day before yesterday there were over 0,000 shares of Union Pacific sold at round \$166. Yesterday there were more

J. Crulkshank and H. A. Joplin are back from Sun Francisco. If Gould has the Union Pacific, he, Rockefeller and Hawley now control close to 45,000 miles

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I am in shape to answer these and similar questions. Call or write if you want information.

The Rock Island System operates through sleeping cars daily Colorado to St Louis by way of Kansas City Reduced rates in effect daily Couch excursions at frequent intervals. Full information on request.



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TIME TABLE

ARRIVE. From Ogden, Portland, Butte, San Francisco, Chi-cago, St. Louis, Omaha, and Denver 8:25 a.m. From Ogden and intermedi-ate points 9:10 a.m. From Ogden, Cache Valley, and Intermediate points... 11:55 a.m. From Ogden, Chicago, St. Louis, Kansas City, Oma-ha, Denver and San Fran-cisco

. 4:20 p.m. From Orden, Cache Valley, Butte, Portland and San Francisco DEPART. 7:80 p.m.

For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis 7:00 a.m. For Ogden, Portland, Butte, San Francisco and interme-diate points 10:20 a.m. For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco. 1:80 p.m. For Ogden, Cache Valley, Denver, Kansas City, Oma-ha, St. Louis and Chicago.. 5:45 p.m.

For Ogden, Cache Valley, Butte, Helena, Portland, Ban Francisco and Interme-diate points T. M. SCHUMACHER Traffic Mgr. D. E. BURLEY, G. P. & T. A. D. S. SPENCER, A. G. P. & T. A. City Ticket office, 201 Main street

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June 19, 1904. Time Table in Effect Sept. 6, 1904.

LEAVE SALT LAKE, 6:30 and 9 a. m., 5:30 and 5:20 p. m.

LEAVE FARMINGTON AND LAGOON, 7:30 and 10 a. m., 4:30 and 6:30 p. m.

Extra trains at 11 a. m. and 1:30 p. m. on Sundays and holidays.

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LEAVE SALT LAKE CITY.

o 10-For Heber, Provo and Marysvale Marysvale

No. 102-For Park City

No. 5-For Denver and East. 8:50 a.m.

No. 5-For Ogden and West. 10:50 a.m.

No. 5-For Ogden and West. 10:50 a.m.

No. 1-For Ogden and West. 11:5 p.m.

No. 2-For Denver and East. 2:15 p.m.

No. 8-For Prevo and East. 5:00 p.m.

No. 11-For Ogden and Jonal pits 6:66 p.m.

No. 14-For Denver and East. 3:05 p.m.

No. 12-For Ringham 8:10 a.m.

ARRIVE AT SAUT LAKE CITY.

ARRIVE AT SALT LAKE CITY.

TIME TABLE

gan Pedro, Los An-geles & Salt Lako R. R. Co.

DEPART. Prom Oregon Short Line depot, Salt Lak City:

For Provo Lehi, Fairfield and Nephi, Manti and points on Sanpete Valley Ry.

For Garfield Beach, Toocle, Steckton, Mammoth, Eu-reka, and Silver City .. *7:30 a.m. .. *8:00 a.m.

For Provo, American Fork, Lehi, Juab, Milford, Erisco, Callentes and intermediate points ARRIVE. *6:05 p.m.

From Provo, American Fork,
Lehi, Juab, Milford, Frieco,
Callentes and intermediate
points. 9:35 a.m.

From Provo, Lehi, Fairfield,
Mercur and Sanpete Valley
Ry, points 5:35 p.m.

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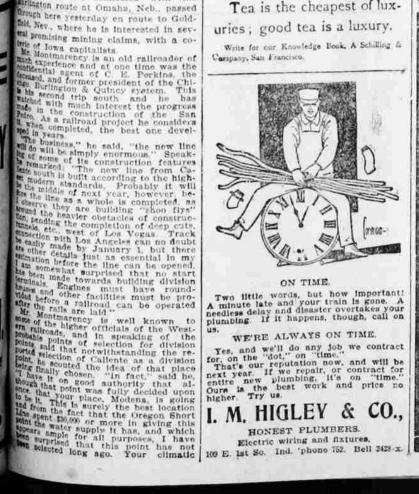
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Railroad Notes. The Salt Lake Route is interested in

shares sold. It is now predicted that the price of Union Pacific will steadily recode.

TEA





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